





## Mails.

## NORDDEUTSCHER LLOYD.

BREITEN.

## IMPERIAL GERMAN MAIL LINES

| FOR                                                                 | STREAMERS                          | TO SAIL                       |
|---------------------------------------------------------------------|------------------------------------|-------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "PRINZ LUDWIG" Capt. F. v. Bissert | WEDNESDAY, 11th Aug., Noon.   |
| SHANGHAI, NAGASAKI, KOBE                                            | "BULO" Capt. F. Prosch             | About WEDNESDAY, 11th August. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE                | "COBLENZ" Capt. H. Raeger          | FRIDAY, 13th August, 10 A.M.  |
| KUDAT and SANDAKAN                                                  | "BORNEO" Capt. F. Sembill          | Beginning of August.          |

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 30th July, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

| FOR                                  | STREAMERS     | CAPTAINS   | TO SAIL ON           |
|--------------------------------------|---------------|------------|----------------------|
| SHANGHAI, KOBE, YOKOHAMA, AUSTRALIAN | ERNEST SIMONS | Girard     | 16th Aug., P.M.      |
| MARSEILLES, via PORTS                | ERNEST SIMONS | Girard     | 17th Aug., at 1 P.M. |
| SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN | BROCK         |            | 30th Aug., P.M.      |
| MARSEILLES, via PORTS                | TOMKIN        | Charbonnel | 31st Aug., at 1 P.M. |

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10—20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departures from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

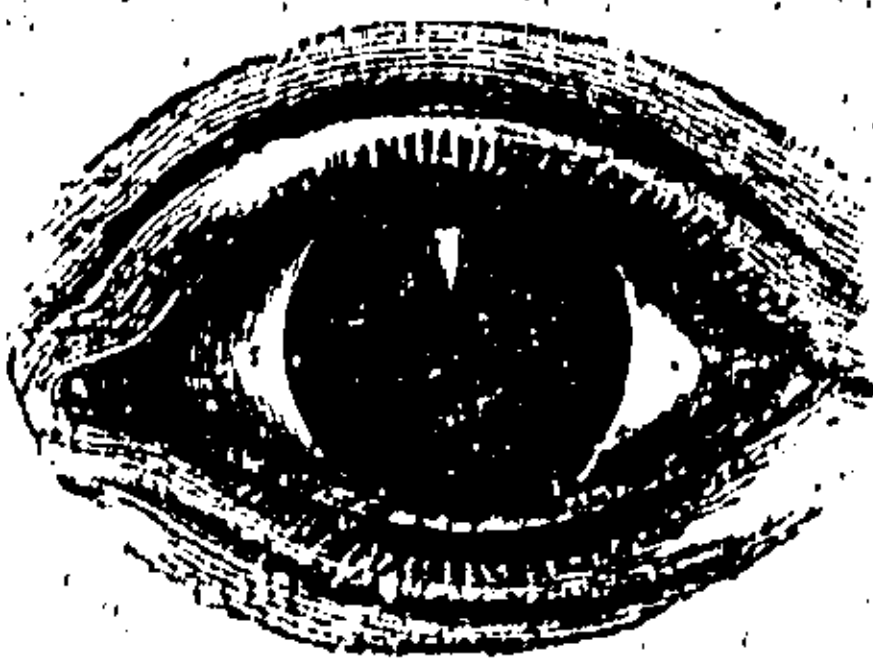
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETT &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

We will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Refractive Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON,

2, John Street, Bedford Row, W.C.

Glasgow,

50, Beattie Street

Shanghai,

565, Nanking Road.

1.2

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

| No. 1 DOCK.                  | No. 2 DOCK.                  | No. 3 DOCK.                  |
|------------------------------|------------------------------|------------------------------|
| Docking Length ..... 515 ft. | Docking Length ..... 376 ft. | Docking Length ..... 481 ft. |
| Width of Entrance ..... 80 " | Width of Entrance ..... 50 " | Width of Entrance ..... 63 " |
| Water on Blocks ..... 28 "   | Water on Blocks ..... 26 "   | Water on Blocks ..... 21.5 " |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plan and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1909.

## To Let.

## TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

## TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

## TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 19th May, 1909.

## TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRINCE EAST, BLUE BUILDINGS, and No. 159, DES VOUX ROAD next to the Hongkong Hotel.

FLATS in MCKENZIE TERRACE, No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

TO LET.

OFFICE and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rent low.

Apply to—

THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GOLDEN N. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909.

F. BLACKHEAD & Co.,

SHIPHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agent for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 1st March, 1909.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

22-25, Des Vaux Road, Central,

Hongkong.

BELLS ASBESTOS EASTERN AGENCY, LIMITED.

ANNUAL REPORT.

The fourteenth annual report of the directors to the 31st December, 1908, is as follows:—

The Directors herewith present to the Shareholders the Report and Accounts, duly audited, to the 31st December, 1908. The balance of profit and loss account, inclusive of £648 10s. 11d. brought forward from previous year, shows a credit of £1,802 16s. 9d.

The directors recommend that this amount be allocated as follows: To write the balance (£400) off "Purchase of Trading Rights," to pay a dividend of 15 per cent. for the year, free of income tax, absorbing £720 15s., and to carry forward £682 1s. 9d. to the next account; the sum carried forward includes provision for payment on June 1st, 1909, of the sum of £500 off the debentures, in terms of the bond.

The agreement with Bell's Asbestos Company, Limited, having expired on December 31st, 1908, a new agreement has been entered into.

Mr. H. R. Preston retires by rotation, and being eligible, offers himself for re-election.

Messrs. Cooper, Scott & Clarke, the Company's auditors, also retire, and offer themselves for re-appointment.

By order of the Board,

G. LEMMON, Secretary.

25th June, 1909.

PROFIT AND LOSS ACCOUNT.

| Dr.                          | £      | s. | d. |
|------------------------------|--------|----|----|
| To trade expenses            | 44     | 10 | 2  |
| To London office expenses    | 220    | 1  | 0  |
| To directors' fees           | 250    | 0  | 0  |
| To auditors' fees            | 15     | 15 | 0  |
| To debenture interest        | 54     | 18 | 7  |
| To income tax                | 86     | 16 | 0  |
| To advertisements            | 25     | 0  | 0  |
| To depreciation on furniture | 0      | 16 | 0  |
|                              | 697    | 16 | 9  |
| To balance, net profit       | 1,154  | 5  | 11 |
|                              | £1,852 | 2  | 8  |

BALANCE SHEET.

Liabilities.

Dr.

To authorised capital:—

8,604 shares of 12 1/2 £ s. d.

each, £1,075 10 0

To subscribed capital:—768 shares, £ s. d.

12 1/2 each, fully paid, £4,800 0 0

To sundry creditors—London and

Branches £795 15 0

To debenture bond £1,000 0 0

To reserve £1,500 0 0

To unclaimed dividends 252 8 0

To contingent liability for goods on consignment, per contra £731 13 0

To Profit and Loss account, Balance from last account £2,069 5 10

Less amount written off purchase of trading rights £500 0 0

Dividends 1908 720 15 0

Reserve account 200 0 0

£1,470 15 0

Add profit for the year 1908 £1,154 5 11

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WEATHER FORECAST AND STORM-WARNING ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1/4 UM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal—Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.







## Intimation.

## A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## AERATED WATER MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE

AND REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

## A. S. WATSON &amp; CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

## NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE)

DAILY—486 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per annum is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## BIRTHS.

On June 28, 1909, at Sianfo, to Dr. and Mrs. H. Stanley Jenkins, a daughter (Margaret Winifred).

On July 20, 1909, at Kuling, China, to Rev. Dr. and Mrs. W. E. Taylor, a son.

On July 26, 1909, at Shanghai, to Mr. and Mrs. Arthur Eveleigh, a son.

On July 26, 1909, at Shanghai, to Mr. and Mrs. George Miller, a daughter.

## MARRIAGES.

On July 24, 1909, at Shanghai, Thomas Daniel, second son of C. C. Gram, formerly of the Customs Service, Shanghai, to Barbara Primrose, eldest daughter of Geo. Pearson, of China Merchants' S. N. Co.

On July 30, 1909, at Streatham, William Alexander Forrester, youngest son of Frederick Halliday of Kandy, Ceylon, to Margaret Elizabeth, eldest daughter of D. Addison Darling, of Shanghai, and Mrs. Darling, 101 Hopton Road, Streatham, London.

## DEATH.

On July 2, 1909, at London, John George Barkley, late of the Shanghai-Nanking Railway.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 4, 1909.

## RUBBER DIVIDENDS.

The imposing dividends declared within the past few days by three of the leading rubber companies, says the *Financial* of June 29, from which we quote as follows, afford striking evidence of the flourishing condition of the rubber plantation industry. In each case the rates of distribution have been substantially increased, and the extent of the improvement established indicates pretty clearly the rapid strides made during the past financial year. The Vallambrosa Company breaks all records in rubber dividends by recommending a final pay-

ment which raises its distribution for the year to the huge total of 80 per cent., a return comparing with 55 per cent. for each of the two preceding years. The Bukit Rajah Co., which distributed 30 per cent. for 1906-7 and 1907-8, rewards its fortunate shareholders with 55 per cent. for the twelve months to March 31st last. Thus in both these cases there has been an addition of 25 per cent. to the rate of distribution. The progress recorded by the Federated (Selangor) Co. is no less gratifying and substantial. This company, which only twelve months ago made a maiden distribution of 8 per cent., is now able to declare a dividend of as much as 30 per cent. The two companies whose reports have already been issued have made even greater progress than their increased dividends indicate, and it is fairly safe to assume that the Vallambrosa Co., whose accounts are not yet available, has done likewise. It is, in short, a fact that, had profits been distributed right up to the hilt, and had the directors neglected to make adequate provision for depreciation and reserves, the payment of still more imposing dividends would have been quite practicable. Even the most exacting shareholders should, however, be content with the substantial dividends accruing to them, and should find added satisfaction in the fact that the payment of such distributions is not incompatible with the pursuit of a wise and conservative financial policy.

**PRODUCTION AND PRICES.**  
In the past financial year two favourable influences combined to effect a large increase in the profits of plantation rubber companies. In the first place, production showed a considerable expansion as a result of normal additions to the number of trees tapped. In the second place, the average prices obtained showed an appreciable advance in consequence of the consumption increasing at a greater rate than available supplies. It is seldom in any industry that an increase in production is coincident with a rise in selling prices, and when the phenomenon does happen—as it did last year in the rubber industry, and may do again—the result is bound to be very favourable to producers. No particulars are available of economies effected in the cost of working by the three companies whose results we are considering, but it may safely be inferred that, in addition to the advantages of larger outputs and improved prices, more economical operation contributed to the very successful results achieved. The statistics supplied of production and values indicate very satisfactory progress in both directions. The output of the Bukit Rajah Co. increased from 163,521 lbs. in 1907-8 to 210,081 lbs. in the past financial year, while the average price obtained improved from 3s 8½d to 4s 0½d per lb. Similarly, the production of the Federated (Selangor) Co. advanced from 23,618 lbs. to 59,094 lbs., and the average price from 3s 7½d to 4s 8½d. The net profit of the Bukit Rajah Co. increased from £20,800 to £37,500, and, while raising the dividend by 25 per cent., the directors are able to place £500 to reserve, to apply £500 to depreciation, and to maintain the carry-forward at about £1,600. The Federated (Selangor) Co. which had an available surplus of only £1,200, twelve months ago, has now at its disposal a sum of £2,400, inclusive of just £600 brought in. While increasing the dividend by 27 per cent., the directors are able to set aside £500 for depreciation and to reinforce the carry-forward by over £500. The amounts applied to depreciation may appear small but, in relation to capitalisation and in view of the fact that the value of both companies' properties, far from deteriorating is steadily appreciating, they must be deemed adequate, if not ample.

**BRILLIANT SUCCESSES.**  
Those who may be inclined to regard the results now being notified as spectacular and abnormal will soon be convinced of their error, if they will only take the trouble to consider the position and prospects of the rubber plantation industry. Brilliant as has been the success already secured by enterprises which are, comparatively speaking in their infancy, it should be far surpassed by the prosperity yet in store. A steady increase in production may safely be reckoned upon, as additions are year by year being made automatically to the number of trees from which supplies are drawn. And while the output of plantation rubber is bound to show a large expansion in the course of the next few years there is no reason to anticipate appreciable reaction in prices. Quite apart from the rapid development of the motor-car trade, fresh uses are being found for rubber almost every day, while the demand for the commodity must show a continuous expansion with the increase in general industrial prosperity. Meanwhile supplies are comparatively limited, and even farseeing experts entertain no apprehension of an excess of production over the world's growing requirements. Certainly there is no likelihood of the output outstripping consumption in the immediate future. At the present time visible stocks are abnormally low owing to the Brazilian shortage, and the deficiency in available supplies will not be made good by the increasing output of the Middle East so long as the demand remains anything like as strong as it is to-day. Hence any severe relapse from the almost record price now quoted is in the highest degree improbable. But, even if a relapse were to occur, plantation companies could continue to make handsome profits and pay imposing dividends, as a fall in prices will be counterbalanced by a compensating increase in the quantity of rubber produced. For, not only are large numbers of new trees coming into bearing year by year, but the productivity of the old trees is constantly increasing. Thus a fall in prices should possess no terrors for rubber shareholders, while it might be regarded as a desirable consummation so far as it would serve to stimulate consumption. Looked at from every point of view, the outlook is extremely favourable, and investors may rest assured that the industry which has already yielded them such fine results is not likely to disappoint their most sanguine hope for the future. The handsome dividends now being declared are, in short, but an earnest of still more notable achievements yet to come.

## LOCAL AND GENERAL.

**THE Admiralty** announce the appointment of Sub-Lieutenants—J. M. Tait, to the *King Alfred*, to date 5th ult.; J. W. O. Dalgleish, to the *King Alfred*, to date 7th ult.; Lieutenant R. E. C. Burton, R.M.L.I., to the *Terrible*, for passage to China Station, for disposal.

**AMONG** recently elected members of the Royal Society of Arts are Tait Jem. Tien Yow, Ph.B. (Yale, U.S.A.), Assoc. M. Inst. C.E., Imperial Peking-Kalgan Railway, Peking, and Mr. Herbert Edward Pollard, Public Works Department, Shanghai Municipal Council, Shanghai.

**SUB-LIEUTENANT M. E. Highton**, serving aboard the cruiser *Kent*, China Squadron, has been promoted Lieutenant and reappointed to the *Kent* temporarily. Lieutenant Highton first joined the service as a cadet in May, 1904, and passed out creditably, and was promoted sub-lieutenant in August, 1907. The present commission of the *Kent* is drawing to a close, and she is due for recommissioning in November next, when her two years' spell under Captain Gerald C. A. Marescaux terminates.

**MAJOR-GENERAL Sir Wilfrid Black, K.C.B.**, late 24th Regiment (South Wales Borderers), died on 5th ult., at Burwood-place, London, after an operation, aged 72 years. He served with the 42nd Highlanders in the Crimea. He took part in the Zulu War, when he commanded the party that recovered the lost colours of the 24th Foot. He was promoted general in 1893, and then the troops in China and Hongkong, and was placed on the retired list in 1899.

**MESSRS. Hale & Co., Saigon**, write in their rice market report of 23rd ult., as follows:—The few sales effected to Java and the Philippines during the past week at ruling prices, have tended to advance our market to no small degree. In expectation of a strong demand from these directions Millers are now adopting a cautious policy, and are only open to contract at limits which buyers are reluctant to pay for the present. At the close, our market shows indications of being well able to maintain price.

**SEVERAL** of the Birthday promotions effect officers serving in the ships of the China Squadron, including the following:—Sub-Lieutenants Alban T. B. Curries, H.M.S. *King Alfred* (flagship of Vice-Admiral the Honourable Sir Hedworth Lubbock, K.C.B., K.C.V.O., commanding the squadron); Sub-Lieutenant St. J. Llewellyn, of the survey ship *Merlin*; Sub-Lieutenant Cecil R. H. Harvey, of the cruiser *Monmouth*, and Sub-Lieutenant Donald F. Macgregor, of the destroyer *Hart*. All four officers have been reappointed to their respective ships in their new rank. Lieutenant Curries was appointed a cadet in May, 1903, and the other three were appointed in the following September.

It is stated that as a Chinese Naturalization Code has been promulgated in the provinces, the Waiwup deems it advisable to impose certain restrictions on some Chinese who naturalize themselves as foreign subjects for the sake of protection, but continue to reside in the interior and often abuse their foreign protection to the detriment of other Chinese. The Ministry decides to rule that they should not be permitted to reside in the interior; that they should not be employed as military or police officers; that they should be debarré from the local Councils as well as forbidden to make direct representations to the local officials; and, lastly, that their children should not be allowed to attend Government educational institutions.—*N. C. D. News*.

## COTTON SPINNING IN JAPAN.

## A PROSPEROUS COMPANY.

The half-yearly general meeting of the Fuji Spinning Company, held last week, says the *Japan Chronicle* of 20th ult., adopted the recommendation of the board of directors to distribute a dividend at the rate of 12 per cent. per annum. The meeting was then converted into a special general meeting, and considered a proposal to double the company's capital by increasing it to ¥16,000,000. The proposal was unanimously adopted. The new shares are to be first offered to all shareholders on the list on October 1st next—old new share to one old. Mr. Wada, managing director of the company, repudiated a report that the company was to suspend its working on account of the scarcity of the stock of raw cotton. Mr. Wada said that the company held a stock of 8,845,150 kin, which would be sufficient to last for seven months. The new capital is required for the extension of the company's mills. The new works now in progress are the Oyama Fourth Cotton Spinning Mill, fitted with 40,000 spindles, estimated to cost over ¥1,500,000, the Mine Water Power Electric Works, the cost of which is estimated at over ¥2,000,000, and the Hodo-gaya Mill. For their temporary loans have been made or debentures issued. The Hodo-gaya mill is expected to be completed shortly and the other two, at the end of this year. Upon the completion of these works, they are estimated to bring in about ¥1,000,000 of additional profit.

## FROZEN CHINESE PIGS.

[Mr. John Borne, when asked a question in the House concerning the arrival of frozen pig carcasses from China, replied, "I don't know and don't care!"]

When members fire the usual volley of questions on the day's concern, There's one man thinks the game is folly, And that one man is Mr. Borne. For when approached re China bacon, And how it ranks as breakfast fare, He made reply, his nerves unshaken, "I neither know nor do I care!"

F. J. G. in *Sunday Times*.

## HONGKONG MILLING COMPANY.

## INTERESTING ICE QUESTION.

A very interesting action, having reference to the question of ice-making, was heard in the Supreme Court, this day, when the Hongkong Milling Company, Limited, in liq., claimed the sum of \$100,000 from Messrs. Arnold, Karberg & Co. The plaintiffs, who are in liquidation—Mr. H. Percy Smith being the liquidator—claimed this amount for damages for alleged breach of warranty under an agreement dated 23rd March, 1907.

Sir Francis Piggott (Chief Justice) and Mr. Justice Compton presided.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, appeared for the plaintiffs. Mr. Duncan McNeill and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

The statement of claim, as read, stated that under the agreement the defendants agreed to sell, and the plaintiffs agreed to buy an ice-making plant with a capacity of twenty-four tons per day of twenty-four hours, at the price of 95,450 Marks (German currency) and the defendants agreed for that price to deliver the plant to the plaintiffs' premises and to erect and complete the same with all proper accessories and appliances.

By the agreement the defendants guaranteed that the plant would manufacture ice of the same clearness and quality as ice which at the date of the agreement was being manufactured by the Hongkong Ice Company, Limited. The defendants supplied the plant, but did not manufacture ice of the clearness and quality warranted, but produced an entirely different and inferior quality of ice.

By an agreement, of which the defendants were aware, made between the plaintiffs and Messrs. Jardine, Matheson and Co., Ltd., the plaintiffs agreed to sell add Messrs. Jardine, Matheson and Company, to buy for a period of six years, all surplus ice manufactured by the plaintiffs over and above such quantity as might be required for their own consumption, such surplus not to exceed 6,300 tons per annum, at the price of five-eighths of a cent per pound, which price would have given large profits to the plaintiffs over and above the costs of manufacture—and by this agreement the plaintiff company agreed that the ice to be sold to Messrs. Jardine, Matheson and Company, should be in quality, purity and clearness equal to the ice then being made by the Hongkong Ice Company.

Owing to the breach by the defendant of the warranty the plaintiff company have been unable to perform their contract with Messrs. Jardine, Matheson and Company, and have lost the profits which they would have made thereby and have suffered other heavy damages. The plaintiffs claimed as damages the cost of the plant, together with the expenses incurred in erecting an ice factory and store, less the estimated value of the ice-making plant. They also claimed their loss of profits. The amended statement of defence was, in effect, that the agreement to sell the ice plant was intended by the parties to contain only those terms which were contained in certain written correspondence which had passed between the parties prior to the agreement.

The attention of the defendants was not drawn, at the time of the signing of the agreement, to the inclusion in the agreement of any term or terms different to the terms contained in the written correspondence.

The defendants signed the agreement in the honest, but mistaken belief, that the agreement contained in effect no terms other than those which were contained in the written correspondence. There was a duty cast upon plaintiffs to draw the attention of the defendants to the fact that the plaintiffs, or their solicitors, had inserted in the agreement a term or terms which had not been mentioned, discussed or agreed to, during the preliminary negotiations. The plaintiffs were estopped by their conduct and breach of the duty from setting up or relying on any term or terms not contained in the written correspondence.

In answer to the statement that they had warranted that the plant would manufacture ice of the same clearness and quality as the Hongkong Ice Company, defendants said the warranty was not included in the correspondence. It was an express term or condition of the agreement that the warranty should be good for twelve months from the date at which the plant should be taken over in full working order by the servants of the plaintiff company.

The defendants now said that the term or condition of the agreement had not been fulfilled. The plant had not been taken over in full working order, or, at all, by the plaintiffs. Alternately it—and this the defendants denied—the plant had been taken over in full working order by the plaintiffs—or attempt had been made by the plaintiffs or their servants, between the taking over and the date of the writ, to manufacture any ice with the plant.

The defendants did not admit that the ice plant did not manufacture ice of the same clearness or quality as the ice manufactured by the Hongkong Ice Company, Limited.

The defendants also alleged that no fair or complete trial had been made of the plant, and that owing to the action of the plaintiffs, or their servants, the defendants were not permitted to run the plant for a full week as required by the agreement. Any inability on the part of the plaintiffs to perform their contract with Messrs. Jardine, Matheson and Company, was not owing to any breach of the defendants of their alleged warranty, but had been, owing to the wrongful action of Messrs. Jardine, Matheson and Company, in refusing to accept the ice manufactured by the plant.

Further, the defendants said that such inability (if any) had been owing to the fact that the plaintiffs had put it out of their power to earn the large profits referred to, by reason of the fact that on or about 18th March 1908, the plaintiffs had agreed in writing to execute and deliver to the "Chartered Bank of India, Australia and China" a mortgage of the premises wherein the plant was then erected, and by

reason of the fact that in pursuance of the agreement, the plaintiffs and their official liquidator on or about 9th July, 1908, had assigned by way of mortgage the premises, together with all messages, tenements, erections, etc., thereto belonging.

There were still large sums due to the bank by the plaintiffs under the mortgage, and the bank was now engaged in negotiations with a view to the sale of the premises and plant.

The defendants also stated that such inability (if any) had been owing to the fact that the plaintiffs had, in consequence of the complete failure of their flour milling business, gone into liquidation, and consequently had become, and were still unable to manufacture, any ice whatever, inasmuch as such manufacture of ice was to be conducted as an accessory to the milling of flour and was to be carried on with power derived from the flour milling plant and machinery.

Counsel for the plaintiffs opened the case to the Court, and after evidence was heard the case was adjourned.

## CANTON, DAY BY DAY.

## DOGGED PERSEVERANCE OF SHAREHOLDERS.

[From Our Own Correspondent.]

Canton, 3rd August.  
Upon receipt of a petition from a number of shareholders in the Canton-Hankow Railway Company requesting him to use his best endeavours with a view to securing the services of both Sir Chun Tung Liang Cheng and Mr. Lo Po Shu for a further term in the Railway Company as president and vice-president respectively, the Acting Viceroy, H. E. Wu Seung Lin, in reply, has informed the petitioners that he has consulted with Admiral Li Chun and Taotai Wong Ping Yun on the matter and has in consequence wired to Peking asking H.E. Chang Chih Tung and the Ministry of Posts and Communications to decline to accept the resignation of Sir Chun Tung and Mr. Lo. It is now generally believed that both Sir Chun Tung and Mr. Lo will in all probability be persuaded to remain in the Railway Company's service.

**OFFICIALS' RETURN.**  
Expectant Prefect Sit Wing Nieo, Commodore Lum Kwok Cheung and several others, who had escorted H.E. Chang Jen Chun to Hongkong, returned to Canton yesterday.

## TEMPORARY OFFICIAL APPOINTMENTS.

Taotai Chan Moong Tsang and Taotai Hon Kwok Kwan will temporarily assume the offices of Provincial Judge and Taotai for the Development of Native Industries, respectively, on the 25th day of this month (the 11th instant).

**FLOOD WARNING.**  
The Canton officials have been in receipt of a telegram from the authorities in Kwangsi to the effect that recently the Yung Ho River has risen to a height of sixteen feet above the normal level and that precautionary steps should be taken in the riverine districts along the West River against the occurrence of floods; as the water of the Yung Ho is rushing in a downward course with terrific force.

**HARBOUR FATALITY.**  
Yesterday morning, when the steamer *Fat-shan* had anchored at her wharf on arrival from Hongkong, a large number of sampans swarmed alongside her to receive passengers. Owing to the fact of being over-crowded, one of the sampans was capsized and several persons were thrown into the river with the result that one of them was drowned and two others injured.

## S.S. "TACOMA MARU."

## QUICK PASSAGE.

We are informed by the Osaka Shosen Kaisha that the s.s. *Tacoma Maru*, their first Trans-Pacific steamer, which left Hongkong on the 3rd July last on her maiden voyage to Tacoma, Wash. (via ports), arrived last Saturday afternoon, the 31st July, being two days earlier than her scheduled date of arrival.

## HONGKONG FLOUR-MERCHANTS.

## PREDICTS INCREASE OF TRADE.

"Not only Seattle, but the whole Pacific coast will reap inestimable profits through the development of Oriental trade in the next few years, and I predict that the possession of the Philippines will enable the American merchant marine in time to dominate the Pacific trade," said Quao Kai, a millionaire flour merchant of Hongkong, yesterday, reports a Seattle paper of 1st ult.

Besides controlling an immense flour business, Mr. Quao is compradore for the Pacific Mail Steamship Company, the Toyo Kisen Kaisha, the Portland & Asiatic Steamship Company, and is agent for the Portland Flouring Mills Company.

"There is no doubt that the future extension of the world's trade will be in the Orient. No country has as great advantages for trade in the Orient as has the United States," continued Mr. Quao. "My country is most favourably disposed to the United States and is anxious to do business with this country. Annually China imports millions of dollars' worth of goods from the United States and, and this trade is increasing all the time."

On his pleasure tour of the Pacific coast and visit to the Alaska-Yukon-Pacific exposition, Quao Kai is accompanied by his two young sons, Quao Chee On, aged 14, and Yet On, aged 12; his nephew, Quao Yuen, a San Francisco merchant; J. W. Ganong, of Portland, vice-president of the Portland Flouring Mills Company, and the latter's son Arthur. "Though I was educated on the Pacific coast this is my first visit to Seattle," said Quao Kai. "I arrived in San Francisco on the *Arcturion*, June 14, and spent a week there as guests of T. B. Wilcox, president of the Portland Flouring Mills Company. We visited a week in Portland where we were entertained by the officers of the company I represent. We were in Tacoma for a day and I intend to spend several days visiting this wonderful city." For seventeen years Quao Kai conducted a wholesale boot and shoe house in San Francisco, where he laid the foundation of his fortune. In 1891 he sold out and returned to China. The party plans to sail for the Orient on July 22 on the *Arcturion*.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## DOWAGER EMPRESS FUNERAL.

## FOREIGN REPRESENTATIVES.

[By courtesy of the "Sheung Po."] Peking, 2nd August.

The various Foreign Ministers in Peking have notified the Waiwup that special representatives will be sent to China in the autumn to attend the funeral of the late Empress Grand Dowager.

## CHANG CHIH-TUNG.

## PRINCE REGENT'S CONCERN.

[By courtesy of the "Sheung Po."] Peking, 2nd August.

The day before yesterday, the Prince Regent instructed Tsai Cheuk and Hsu Shi-chang to go and inquire after the health of Chang Chih-tung.

## NEW CANTON VICEROY.

## ARRIVAL DELAYED.

[By courtesy of the "Sheung Po."] Shantung, 3rd August.

Owing to indisposition H.E. Yuan Shu-fun, Viceroy-designate of Canton, has postponed his departure for one week.

His Excellency will proceed to Nanking first, to hold a conference with Viceroy Chang Jen-chun before starting for Canton.

## VICEROY CHANG-JEN-CHUN.

## ARRIVAL AT SHANGHAI.

[By courtesy of the "Sheung Po."] Shanghai, 3rd August.

Viceroy Chang Jen-chun arrived by the C.M.S.N.Co.'s s.s. *Hsin Ming*. The official landing took place at noon to-day.

## STUDENTS FOR AMERICA.

## INSTRUCTIONS TO VICEROYS.

[By courtesy of the "Sheung Po."] Peking, 3rd August.

The Board of Education has issued instructions to all the Viceroys and Governors to select students for education in the United States of America.

## CHANG CHIH-TUNG.

## HEALTH NOT IMPROVING.

[By courtesy of the "Sheung Po."] Peking, 3rd August.

Chang Chih-tung's condition is becoming critical. He is suffering from hemorrhage with intermittent fever and cold.

## CHIENTAO DISPUTE.

## CONCILIATION SUGGESTED.

[By courtesy of the "Sheung Po."] Peking, 3rd August.

The Japanese Minister called at the office of the Waiwup and suggested that each country should yield a little in its respective attitude, so that negotiations regarding the Chientao Island dispute may be concluded at an early date.

## FRENCH MILITARY MANOEUVRES.

## APPOINTMENT OF CHINESE ATTACHE.

[By courtesy of the "Sheung Po."] Peking, 3rd August.

The Ministry of War has deputed Lou Yiang-yuen to proceed to France to attend the military manoeuvres.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## TIENTSIN-PUKOU RAILWAY.

## APPOINTMENT OF SUPERINTENDENTS.

(By courtesy of the "Sheng Po.")

Peking, 3rd August.

Yesterday an Imperial decree was issued appointing Hsu Hsi-chang, president of the Ministry of Posts and Communications, as superintendent-general of the Tientsin-Pukou Railway with Shun Wan-pui as assistant superintendent.

## COMPULSORY EDUCATION.

## TO BE ENFORCED.

(By courtesy of the "Sheng Po.")

Peking, 3rd August.

The Board of Education has decided to enforce compulsory education as soon as the Census is taken.

## GAMBLING IN CANTON.

## REVENUE HOW REPLACED.

(By courtesy of the "Sheng Po.")

Peking, 3rd August.

The Ministry of Finance has asked for the views of the Viceroy of Canton as to what revenues may be raised to replace that lost by the abolition of the gambling farms.

## THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

## ANNUAL REPORT.

The report for presentation to the shareholders at the thirteenth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., 23rd Street, on Monday, the 23rd inst., at 3 p.m., reads as follows:—

The general managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1909.

## ACCOUNTS.

The balance at the credit of profit and loss account, after writing off \$173.05 for depreciation and including \$1,254.76 brought forward from last year, is \$1,812.54, which it is proposed to appropriate as follows:—

To place to reserve fund.....\$1,000.00  
" pay a dividend of 15% on ordinary shares.....5,940.00  
" General managers' remuneration.....2,000.00  
" carry forward to new account.....342.54

## AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD.,  
General Managers.  
Hongkong, 25th July, 1909.

## BALANCE SHEET, 31ST MAY, 1909.

| Capital                                                            |              |
|--------------------------------------------------------------------|--------------|
| 9900 ordinary shares of \$5, of which \$4 per share paid.....      | \$39,600.00  |
| 100 Founders' shares of \$10 fully paid.....                       | 1,000.00     |
| Reserve fund.....                                                  | \$4,600.00   |
| Unclaimed dividends.....                                           | 450.00       |
| Exchange fluctuation account.....                                  | 5,508.60     |
| Sundry creditors.....                                              | 30,581.77    |
| Reserve for bad and doubtful debts.....                            | 307.41       |
| Bills payable.....                                                 | 8,028.10     |
| Profit and loss account balance.....                               | 9,812.54     |
|                                                                    | \$139,608.03 |
| Assets.                                                            |              |
| Land and buildings.....                                            | 6,213.83     |
| Furniture and fittings.....                                        | \$1,159.19   |
| Less written off.....                                              | 270.05       |
|                                                                    | 1,889.14     |
| Value of material on hand in Hongkong, Singapore and Shanghai..... | 80,158.36    |
| Unexpired portion of insurance policies.....                       | 630.35       |
| Sundry debtors.....                                                | 39,538.55    |
| Cash with bankers.....                                             | 10,207.54    |
| Cash in hand.....                                                  | 970.36       |
|                                                                    | \$139,608.03 |

## PROFIT AND LOSS ACCOUNT, 31ST MAY, 1909.

|                                              |            |
|----------------------------------------------|------------|
| To interest.....                             | \$ 11.90   |
| " Auditor's fee.....                         | 100.00     |
| " Depreciation for year ending 31st May..... | 270.05     |
| Balance.....                                 | \$2,254.76 |
|                                              | \$2,636.65 |
| By Balance from last account.....            | \$1,254.76 |
| " Transfer fees.....                         | 3.00       |
| " Profit on trading.....                     | \$1,378.89 |
|                                              | \$2,636.65 |

## MR. H. N. MODY.

## HONGKONG'S BENEFACITOR INDISPOSED.

Mr. H. N. Mody, whose benefactions to the Colony, is now so well known, was, at a late hour this afternoon, seized with one of those fainting fits that have troubled the respected gentleman during the past year or two. He had been visiting his new house "Newlands" on Conduit Road and took ill as he was returning to his town office. Mr. A. Bryer, architect, who has designed and is superintending the new works for Mr. Mody, had him conveyed to the nearest place where restoratives could be obtained for him. Mr. Mody was subsequently removed in a chair to his private room in the King Edward Hotel, where he is staying, and where his friend and partner, Sir Paul Chater, immediately proceeded to with Dr. Aubrey to attend to Mr. Mody. Residents will learn with regret of this gentleman's latest ailment and all will hope that he may have an early and complete recovery.

## A BRITON IN SAIGON.

The "Continental" is Saigon's leading hotel, a most imposing structure but very expensive as French hotels go. One never expects in France, or her colonies, to pay anything like the amount in Britain or the United States. On learning that the tariff on pension was \$3 per day I bowed gracefully, jumped into the voiture and rattled off to the Hotel des Nations.

This, too, is a good hotel but I was invited to climb six flights of steep stairs to the roof, actually, and to pay \$6 with the electric light as an extra.

Madame, who interviewed me, in a very délicate 6-paignoir (Frenchwomen never put on anything like a frock till she is down) went into raptures over the cuisine, the wine, thrown in free, and especially "à la douche," one of those pins and needles sprays that sting you at all points of the compass. Still, in spite of the chef's art, the wine and "à la douche" I couldn't get over those six flights of stairs and descended to my voiture once more and gave orders to drive to the Hotel de France.

I was getting "to know the ropes" of Saigon pretty well by this time, and although the driver, the horse, and the four coolies were all perspiring freely (the latter especially), chasing the cab in the hope of carrying my baggage if I ever found a place, I enjoyed the situation I had come, for mid-adventures and first impressions are lasting.

At the Hotel de France, I encountered the same difficulty with stairs, lift being unknown, and although the coolies in desperation had actually lifted two bags from the roof, I made them put them back, the cavaliers then starting for the Hotel de la Paix.

At last here was something! A large balcony room on the first floor, a writing-table, a wardrobe, a gilt clock that wouldn't go, a tremendous bed, and a dressing-room with a shower-bath! This amazed me, as the French don't take baths as a rule.

"M'sieur can have the tout ensemble for \$5 per day and no extras."

"C'est bon, madame, but the price seems a little high."

"Mais non, m'sieur," said madame smiling sweetly, but if m'sieur will take the apartments for a week, he can have them for \$150."

They don't talk of dollars in Saigon, but piastres, the latter being about 2/- each. As there was no steamer for Hongkong for a week I closed with the bargain, much to the relief of the four streaming coolies, the horse, the driver, and all concerned.

"What lot, going to all that trouble," remarked a friend.

"We are all free-traders, my dear chap," I replied, "and especially as regards hotels. I find that certain 'grand' hotels have names, merely, and charge exorbitantly for just the same kind of food, and service that you can procure at a less magnificent edifice for half the money. The difficulty is in finding it."

Saigon is laid out with an air of magnificence. To cross the Boulevard Charner, for example, is quite a little journey, being a hundred yards from side to side. Numerous cafés with cool looking palms, white awnings, and bands playing in the evening make up a gay scene and remind you that you are in France again. You can dine alfresco, your table right on the pavement in fact, and watch the crowd sitting pat. Every day in Saigon goes home at 11 a.m. and stays there till 3 p.m. when the city is practically asleep. You might fire a galling gun up the principal rue and not even hit a policeman. Exercise is taken by going to the opera. Frenchmen of all classes simply revel in such things as "La Belle Helene," "Girofle Girofla," I heard the tuncful work "Le Petit Duc" and the house was crowded.

The heat of Saigon is notorious. The soldiers who loiter about the barracks have ennui written on their features, and the guards are almost falling over in the heat of the day. I never saw a more untidy, slovenly looking lot, with tunics unbuttoned in the street, grease-stained trousers, bulging like balloons at the hips, and going in at the ankles like a cyclist. The French don't seem to know, according to our ideas, how to ride or drive. A Frenchman comes down the Boulevard Charner as fast as the horse can go holding the reins on a level with his eyebrows, hauling in the slack, and stamping madly on a foot peg. A dreadful exhibition. The French motorist, too, is a perfect demon, but then most motorists are demons!

Looking at Saigon and Hanoi, the latter still better and far more extravagant, I want to know where does the money come from and what return does the French Government get for spending such huge sums in Cochinchina, Cambodia, Annam and Tonkin? Buildings worthy of Paris, millions sunk in non-productive adornment, every second person in uniform, grand uniforms, and all paid a good deal more probably than they are worth.

—H. M. M. in Singapore Free Press.

## BELL'S ASBESTOS EASTERN AGENCY, LTD.

## ANNUAL MEETING.

The fourteenth ordinary general meeting of the shareholders of Bell's Asbestos Eastern Agency, Limited, was held at the offices of the company, London, on July 7, 1909; Mr. A. G. Angier (Chairman of Directors) presiding. The Secretary (Mr. G. Lenoir) having read the notice calling the meeting and the auditors' report, the Chairman said:—

Gentlemen,—I presume that as usual you will take the report as read. Before dealing with other matters I would refer for one moment to one or two figures in the balance-sheet. It will be observed that the net profit for 1908 is not quite so good as for the previous year's working, but the year 1908 does not figure as a record one in the balance-sheets of most companies, and we must not complain when in such a period our figures are slightly below the level of the previous year. You will see that by the allocation of the disposable balance shown in the profit and loss account proposed by the directors for you to pass to-day, we intend to finally deal with the item under the heading of "Purchase of Trading Rights." This, I may say, was the consideration for obtaining the charter under which the company has been trading, and that it is now all written off may, I think, be considered as satisfactory. The amount of the debenture bond you will see is decreased by £500 since the last balance-sheet. Since the figures were made up, as at Dec. 31 last, a further sum of £500 has been paid off, which will be exhibited in the accounts for the current year. The sum now outstanding is £500. The debenture was originally for £5,000, as some shareholders will know, was practically capital; that it has been almost repaid may, the directors also hope, be considered satisfactory.

Turning now to the general conditions, the year 1908 was not a red letter year in the Far East. In common with the rest of the world, which felt the aftermath of the upheaval in the United States in the autumn of 1907, the conditions were not prosperous. Speculation and overtrading at an antecedent date had left their mark, and a residue that had to be liquidated. That liquidation, I am glad to believe, has been practically accomplished to a great extent, and the directors trust that they may look forward to an era of improved conditions, in which they hope the company may secure its share. Reverting again to the accounts, we propose to maintain a like rate of dividend to that distributed a year ago. The reserve fund remains at £1,500, which, I may remark, is nearly 50 per cent. of the capital of the company. The stocks of goods have somewhat increased, but have been carefully valued. The general financial position of the company, as exhibited by the balance sheet, will show, on analysis, that the company has worked itself up into a position that is sound. With the improved condition which we are looking for, and with some further resources, the directors hope to be in a position to develop business in directions that it has not been hitherto possible to exploit. Before concluding, I would mention, as the report states, that the agreement with the parent company expired on Dec. 31 last. A new agreement has been entered into for a period of ten years. Generally the new agreement is on similar lines to that originally made, which was the basis on which this company was inaugurated.

I now beg to move "That the report of the directors and the annexed statement of the company's accounts at the 31st December 1908, duly audited, be now received, approved, and adopted," but before putting the same I shall be pleased to reply to any questions shareholders may desire to ask.

Mr. H. R. Preston seconded the motion, which was carried unanimously.

The Chairman then moved: "That a dividend of 15 per cent. be declared out of the profits of the company for the twelve months ending Dec. 31, 1908." Mr. Preston seconded this resolution, which was also carried unanimously.

The Chairman proposed: "That the retiring director, Mr. H. R. Preston, be re-elected to the Board." Mr. H. L. Ward seconded, and the resolution was again unanimously approved.

Mr. Ward moved: "That Messrs. Cooper, Scott, and Clarke be re-appointed auditors of the company, at a fee of 15 guineas." Mr. Preston seconded the resolution, which was carried unanimously.

Mr. Ward, rising, said: "As the representative of the shareholders, I have much pleasure in proposing a vote of thanks to the Board for their good management of the company, and congratulate them on the figures which they are able to put before us to-day, and especially on being in a position to write off the balance of £400 for the trading rights, and to bring the debenture down to practically the nominal sum of £400. I hope that when we meet next year we shall be able to say that debenture does not exist. I think that the Directors have done exceedingly well for us in the difficulties which they have had to surmount, and I congratulate them on the success which they have attained."

The Chairman: Will you include in that resolution the staff working abroad, because the result attained has been as much due to them as to the work here?

Mr. Ward: I will gladly do so. I beg to propose a vote of thanks to the Directors and Staff. It is only the directors who know the value of the work of their staff, and I am quite sure they could not have accomplished these results if they had not a very able staff in the East.

The resolution was agreed to.

The Chairman: We can only direct policy; it rests with the actual agents and their ways of carrying it out whether the company is successful or not. On behalf of my brother directors and staff, I beg to thank you very much for the kind remarks made.

In order to undergo repairs the Manila steamer *Sorsogon* has been dispatched for Hongkong by way of Hilo. The vessel takes on a cargo of sugar at the southern port for the China coast.

## CHINA BORNEO CO. LD.

## WORK FOR THE SLIPWAY.

The Sandakan correspondent of the *Singapore Free Press* writes:—

We hear the Sabah S. S. Co. has placed an order with the China-Borneo Co., Ltd., for the construction of the hull of a new steamer. The particulars are not yet public property, but we understand the boat is to be a considerable advance on anything yet attempted locally.

S. Y. "PETREL."

The Governor's yacht *Petrel* is now in the hands of the China-Borneo Co., as the result of a fire in her bunkers a little time ago. We have not heard how serious the damage is as yet, but the vessel is on the Company's patent slip at present.

## BUDDHA'S REMAINS.

## REMARKABLE DISCOVERY NEAR PESHAWAR.

## CHARRED BONES IN A CASKET.

As announced by Reuters, the other day the Archaeological Department at Calcutta have made an amazing discovery of a portion of the ashes of Gautama Buddha in the Buddhist Stupa, near Peshawar, exactly on the spot where the Chinese traveller, Hsien Tsang, said they had been placed. According to the *Times of Ceylon*, the site was indicated in the first place by M. Foucher, a French savant who measured the distances indicated by Hsien Tsang and pointed out two mounds half a mile from Peshawar City as almost certainly the exact spot where the ashes were buried.

M. Foucher convinced Mr. Marshall, the head of the Archaeological Department, and the latter obtained money from Government and proceeded to excavate. The first mound only showed the remains of a gigantic temple. The other mound, he found, covered remains of a pagoda no less than 28 feet from side to side and with columns so long that the legend of the construction by the builders of a subsidiary tower around to enable the coping stone to be hoisted to the immense altitude of the top of the structure is by no means out of place. Deep into the remains of half-dressed stone and brick, which he mined, he found the remains of a stucco frieze ornamented with seated Buddhas and interspersed with Corinthian pilasters. He unearthed hundreds of great, square earthen plaques, almost Babylonian in their proportion, covered with blue vitreous glaze and containing individual letters in Kharoshthi, the script of ancient Buddhism, which, however, were so broken up that epigraphists have not been able to decipher the inscription.

## GREEN MOULDING BOX.

Farther down, he came upon a great square platform with wide flights of steps leading up to it from every side. Into this again he tunneled, and in the very heart of the mound, thirty feet below the level where the Mahomedan, Porshu-speaking peasants now plough the surface, he unearthed a stone burial chamber, which was what, all along, he had sought for. The roof of it had fallen in, but in the corner, broken by a block of stone from above, yet still upright as it had been reverentially packed nearly two thousand years ago, was a heavy casket that contained the treasure. A green mouldering box of corroded bronze, seven inches high by five across and shaped like the powder-puff box of a modern beauty, which is also the shape of the jewel case of a Greek lady of the time of Christ, was all that could at first be made out. Little by little, however, it was cleaned and delicately carved figure after figure emerged with Kharoshthi inscriptions in fine dotted and indented curves between and on top. Once nearly three inches high, but now crushed into the surface, is a seated Buddha. On either side are two broken figures of worshipping Bodhisattvas that may have stood for Brahma and Indra. At their feet is a Kharoshthi inscription, which runs:—Homage of teachers of the Sarvastivada sect. The rest of the top is carved and carved to resemble a full-blown lotus flower, in the centre of which three bronze figures were set. The lid pulls off exactly as in a powder-box. Around the top of it, where the vertical side begins, are carved bronze geese chasing each other in flight and supporting amongst them a garland of flowers of Grecian make. Between the geese is another dotted inscription too corroded to make out, except that the name Kanishka is one of the words.

## GREEK MAKER OF THE CASKET.

Below the lid are a number of bronze figures, each a couple of inches long, in high relief. The principal one is a standing image of a princely person, extraordinarily like the image on well-known coins of Kanishka, one of which coins was actually found a few feet away from the casket. The other figures run in a circle round the casket. In the middle of its cylindrical portion they represent seated Buddhas with worshipping disciples between, and amongst them a festooned wreath supported by tiny figures obviously Greek. Below these figures is another dotted Kharoshthi inscription; which gives the name of the Greek maker of the casket. It runs:—Agislaos, head engineer in Vibara (Pagoda) of Kanishka, in Sagarana (collection of pagodas and monasteries) of Mahasana.

The name Kanishka in this inscription is so arranged that it falls immediately below, and is indeed divided by, the figure of this King. The flat bottom of the casket was loose, and through it peeped the glittering edge of a transparent rock crystal. The actual relic was extracted with infinite care and proves to be a wrought hexagonal receptacle, five inches long by three inches across, with a hole, two inches wide by three deep, in the top. The top was stopped with an earthen seal bearing the device of an elephant, which is supposed to have been the Royal emblem of the house of Kanishka. Within is the relic, which the crystal casket, vault, and pagoda were alike destined to guard. It consists of three small pieces of charred bone that once were Buddha himself.

The German mail of the 1st July was delivered in London on the 3rd July.

## To-day's Advertisements.

## "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th August, 1909. [572]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CALEDONIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Marmora*. From Australia, ex S.S. *Macedonia*. From Calcutta, ex S.S. *Nora*. From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1909. [4]

## ECHO OF THE TYPHOON.

## THE CRANLEY-VANDALIA CASE.

Before Lords Justices Vaughan-Williams, Moulton, and Buckley, an appeal was heard of the owners of the steamship *Cranley* from a judgment of Mr. Justice Baggallay Deane's, holding the *Cranley* alone to blame for a collision between that vessel and the Hamburg-American liner *Vandalia* at Hongkong during a typhoon in July last. Both vessels were at anchor at the wharves, the *Vandalia* discharging cargo, and the *Cranley* undergoing repairs, when, at 11 a.m., a signal was shown, indicating a typhoon at a distance exceeding 300 nautical miles. The master of the *Cranley* had her towed out to an anchorage, and the *Vandalia* steamed out. Shortly before midnight on July 18, when the typhoon was raging in the harbour, the vessels collided.

Mr. Justice Baggallay Deane held that the *Cranley* had dragged, and the *Vandalia* had not, and, therefore, that she was to blame, and was liable for the damage done to the *Vandalia*. This Court now reversed that decision, holding that there was no negligence on the part of the master of the *Cranley*. Lord Justice Vaughan-Williams said:—

He thought that he should be wrong in holding that the master of the *Cranley* had by any neglect to get up steam brought about the collision. They had had the assistance of their assessors, and he gathered from their answers to questions which had been put to them that, if the boilers of the *Cranley* had been in position and in a condition to be used effectively at the moment when the first signal was exhibited, then as a matter of good seamanship the master ought to have got up steam. But in fact the *Cranley* was undergoing repairs, her fires were out, and her boilers were empty, and it was obvious that, if the master had immediately proceeded to take steps for getting up steam, he could not have got up steam within such a time as would have been available for the purpose of preventing the collision. He did not desire to express any opinion on the question whether the remoteness of the danger to be apprehended from the approaching typhoon would exonerate the master from the obligation to get up steam. He based his decision on the ground that, if the master had proceeded to take steps to get up steam immediately on seeing the first signal, it would not have been in time to prevent the collision. In his opinion the appeal should be allowed.

Lord Justice Fletcher Moulton said he was of the same opinion. There was no doubt that this accident occurred in the very fiercest moment of a very violent typhoon. He thought it well to leave captains free to act on the knowledge of each moment with the certainty that such action would not be used against them in a court of law.

Lord Justice Buckley also agreed.

RETURN of visitors to the City-Hall Library and Museum for the week ending the 1st August, 1909:—

| Library.         |     |
|------------------|-----|
| Non-Chinese..... | 433 |
| Chinese.....     | 247 |
| Total.....       | 680 |

| Museum.          |     |
|------------------|-----|
| Non-Chinese..... | 241 |
| Chinese.....     | 248 |
| Total.....       | 489 |

## Intimations.

## THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each  
HARES \$1.50 each.

Hongkong, 17th July, 1909. [580]

## PILSENER

## "ASAHI"

AND

## "SAPPORO" BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR &amp; Co.

H. PRICE &amp; Co.

A. S. WATSON &amp; Co., LTD.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUBI BUSSAN KAISHA.

[471]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,350,000)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertakers and Executors.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 10th March, 1908. [44]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m. Every 15 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.00 a.m. Every 15 minutes

12.00 a.m. to 1.00 p.m. Every 15 minutes



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong.                           | From Quebec.                             |
|------------------------------------------|------------------------------------------|
| "EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.  | "EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH. |
| "EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.  | "ALLAN LINE" FRIDAY, OCT. 1ST.           |
| "MONTEAGLE" SATURDAY, SEPT. 18TH.        | "EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.  |
| "EMPRESS OF INDIA" SATURDAY, SEPT. 25TH. |                                          |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 43

Via New York ..... 45

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

For Steamship On

| Destinations                             | Steamship   | On                          |
|------------------------------------------|-------------|-----------------------------|
| TIENSIN VIA SWATOW, WEI, HAIWEI & CHEFOO | "CHIPSING"  | THURSDAY, 5th Aug., Noon.   |
| SHANGHAI                                 | "FOOSHING"  | THURSDAY, 5th Aug., 4 P.M.  |
| SHANGHAI                                 | "YATSHING"  | FRIDAY, 6th Aug., Noon.     |
| MANILA                                   | "LOONGSANG" | FRIDAY, 6th Aug., 4 P.M.    |
| OHINWANTIA VIA WEI HAIWEI & CHEFOO       | "SUISANG"   | SATURDAY, 7th Aug., Noon.   |
| S'GAPORE, PENANG & CALUTTA               | "KUMSANG"   | SATURDAY, 7th Aug., 3 P.M.  |
| SHANGHAI                                 | "JANGSANG"  | SUNDAY, 8th Aug., Daylight. |
| KOBE                                     | "CHANGSANG" | TUESDAY, 10th Aug., 4 P.M.  |
| SHANGHAI, YOKOHAMA, KOBE                 | "YUENSANG"  | FRIDAY, 13th Aug., 4 P.M.   |
| SHANGHAI                                 | "FOOKSANG"  | TUESDAY, 24th Aug., Noon.   |

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Katsura*, *Namang* and *Kochang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Daru, Simpona, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.,

Telephone No. 61. Hongkong, 4th August 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destinations                | Steamers   | To Sail              |
|-----------------------------|------------|----------------------|
| SHANGHAI                    | "CHINHUA"  | 5th Aug., 4 P.M.     |
| SHANGHAI                    | "CHENAN"   | 8th Aug., Daylight.  |
| MANILA                      | "TAMING"   | 10th Aug., 3 P.M.    |
| TINGTAU, CHEFOO & NEWCHANG  | "NANOHANG" | 10th Aug., 4 P.M.    |
| OSU & LOILO                 | "BUNGKANG" | 10th Aug., 4 P.M.    |
| WEI HAIWEI & TIENSIN        | "KUEICHOV" | 11th Aug., 4 P.M.    |
| SHANGHAI                    | "ANHUI"    | 12th Aug., 4 P.M.    |
| SHANGHAI                    | "LINAN"    | 15th Aug., Daylight. |
| MANILA                      | "TRAN"     | 17th Aug., 3 P.M.    |
| MANILA, ZAMBOANGA and USUAL | "CHANGSHA" | 19th Aug., 4 P.M.    |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Lintan*, *Chinwei*).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 46. Hongkong, 4th August, 1909.

## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

| Steamship | Tons | Captain      | For    | Sailing Date                   |
|-----------|------|--------------|--------|--------------------------------|
| RUBI      | 1540 | R. W. Almond | MANILA | SATURDAY, 7th Aug., at Noon.   |
| ZAFIRO    | 1540 | R. Rodger    | MANILA | SATURDAY, 15th Aug., at 5 P.M. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 32. Hongkong, 3rd August, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ..... 5,000 tons gross ..... Sail 30th Aug., 1909, at Noon.  
S.S. HONGKONG MARU ..... 5,000 " ..... " 26th Oct., 1909, at Noon.  
S.S. MANSHU MARU ..... 5,000 " ..... " 10th Dec., 1909, at Noon.

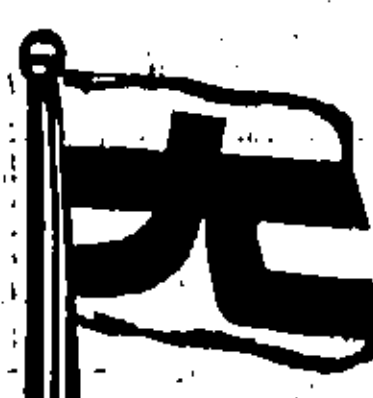
For particulars, apply to

K. MATSUDA,

Manager.

ROYO KISEN KISHA, York Building.

Hongkong, 29th July, 1909.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For                                                          | Steamers       | Tons  | Leaves              |
|--------------------------------------------------------------|----------------|-------|---------------------|
| TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO. | "SEATTLE MARU" | 6,178 | SATURDAY, 28th Aug. |

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

| For                                  | Steamers                          | Leaves                            |
|--------------------------------------|-----------------------------------|-----------------------------------|
| ANPING and TAKAO Via SWATOW and AMOY | "SOSHU MARU" Captain T. Sugi      | FRIDAY, 6th Aug., at 10 A.M.      |
| SWATOW and AMOY                      | "DAIJIN MARU" Captain Y. Kaburaki | SUNDAY, 8th Aug., at 10 A.M.      |
| SHANGHAI Via SWATOW, AMOY and FOCHOW | "BUJUN MARU" Captain Y. Fuseno    | THURSDAY, 12th August, at 10 A.M. |

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First-class Cabin AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd August, 1909. T. ARIMA, Manager.



## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS                                                                                | STEAMERS                                                      | SAILING DATES, 1909                                             |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID                 | AWA MARU, Capt. A. Keith                                      | TUESDAY, 17th Aug., at 4 P.M.                                   |
| VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU AND YOKOHAMA | "KAGA MARU" Capt. M. Hagino<br>"SHINANO MARU" Capt. K. Kawara | TUESDAY, 17th Aug., at 4 P.M.<br>TUESDAY, 14th Sept., at 4 P.M. |
| SYDNEY and MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE                   | "YAWATA MARU" Capt. T. Nakino<br>"NIKKO MARU" Capt. M. Yagi   | FRIDAY, 6th Aug., at Noon.<br>FRIDAY, 3rd Sept., at Noon.       |
| KOBE and YOKOHAMA                                                                           | "MIYASAKI MARU" Capt. T. Murai                                | FRIDAY, 27th Aug., at 5 P.M.                                    |
| KOBE and YOKOHAMA                                                                           | "HITACHI MARU" Capt. Wm. Wade                                 | FRIDAY, 6th Aug., at Noon.                                      |
| SHANGHAI and KOBE                                                                           | "YEBOSHI MARU" Capt. B. Koo                                   | FRIDAY, 13th Aug., at Noon.                                     |
| BOMBAY, VIA SINGAPORE AND COLOMBO                                                           | "TOTOMI MARU" Capt. R. Smith                                  | MONDAY, 8th Aug.                                                |

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

|                                  |                                       |
|----------------------------------|---------------------------------------|
| Mishima Maru (Capt. A. B. Moser) | .....About Wednesday, 25th August.    |
| Atsuta Maru (Capt. W. THOMPSON)  | .....About Wednesday, 22nd September. |
| Miyasaki Maru (Capt. T. MURAI)   | .....About Wednesday, 20th October.   |
| Kitano Maru (Capt. F. E. CORP)   | .....About Wednesday, 15th December.  |

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

## CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

|           | YOKOHAMA RETURN. | KOBE RETURN. | MOJI RETURN. | NAGASAKI RETURN. |
|-----------|------------------|--------------|--------------|------------------|
| 1st Class | \$120            | \$100        | \$100        | \$100            |
| 2nd "     | \$60             | \$50         | \$50         | \$50             |

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Telephone No. 445-450.

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELHI" Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Manila*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo (for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed from Bombay by the R.M.S. *Ocean*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 26th July, 1909.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

## THE Steamship

"WELSH PRINCE" will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 23rd July, 1909.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.O., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer        | Tons  | Captain    | Sailing Date |
|----------------|-------|------------|--------------|
| <i>America</i> | 4,363 | J. Boyd    | 26th Aug.    |
| <i>Swire</i>   | 6,332 | S. Shotton | 23rd Sept.   |

\* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

S.S. *Kumata* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 22nd July, 1909.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" ..... On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 31st July, 1909.

## STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER

"KWONG SAI" ..... Capt. H. S. DOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, ..... \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

## Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports, on MONDAY, the 9th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occurring 24 days)

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSON & Co., LIMITED,

Agents.

Hongkong, 3rd August, 1909.

## CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship



## COMMERCIAL.

## TO-DAY'S EXCHANGE.

| Selling.             |          |
|----------------------|----------|
| London-Bank T.T.     | 18 13/16 |
| Do. demand           | 18 1/2   |
| Do. 4 months' sight  | 18 1/2   |
| France-Bank T.T.     | 218 1/2  |
| Do. demand           | 218 1/2  |
| Do. 4 months' sight  | 218 1/2  |
| America-Bank T.T.    | 42 1/2   |
| Do. demand           | 42 1/2   |
| Do. 4 months' sight  | 42 1/2   |
| Shanghai-Bank T.T.   | 74 1/2   |
| Do. demand           | 74 1/2   |
| Do. 4 months' sight  | 74 1/2   |
| Yokohama-Bank T.T.   | 142 1/2  |
| Do. demand           | 142 1/2  |
| Do. 4 months' sight  | 142 1/2  |
| Bank of England rate | 24 1/2   |
| Sovereign            | 11 1/2   |

## SHIPPING AND MAILS.

| MAILS DUE                             |  |
|---------------------------------------|--|
| Canadian (Empress of India) 5th inst. |  |
| Indian (Arratoon) 6th inst.           |  |
| American (Asia) 8th inst.             |  |
| German (Havel) 11th inst.             |  |
| German (Prinz Waldemar) 20th inst.    |  |

The N. D. L. s.s. *Borneo* left Sandakan on 2nd inst. and may be expected here on 7th inst. The C. P. R. Co's s.s. *Empress of India* sailed for Yokohama on 3rd inst. at 10 a.m. for Vancouver, B.C.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hong Kong Observatory:—On the night of 2nd inst. except over the Loo-choo and the Honma where a slight fall has taken place, the barometer has risen generally, particularly over N. China and W. Japan. The depression noted yesterday as lying to the Eastward of the Loo-choo, has moved slowly Westwards and is now situated to the West of the Group. The high pressure is lying to the N.E. of Japan to the North, and over the S. part of the China Sea in the 50th. Moderate W. and S.W. winds may be expected in the Formosa Channel and the N. part of the China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

1.—Hongkong and neighbourhood, W. and S.W. winds, moderate; (M).  
2.—Formosa Channel, W. and S.W. winds, fresh.  
3.—South coast of China between Hongkong and Lamooek, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Arrivals.  
Aldenhams, Br. s.s., 1,808, St. John George, 3rd Aug., Melbourne 15th June, Sydney 10th July, Brisbane 15th, Gladstone 15th, Townsville 18th, Cairns 19th, and Manilla 1st Aug., Gen.—G. L. & Co.  
Caledonia, Br. s.s., 1,350, W. Hayward, 4th Aug., Bombay 21st July, and Singapore 30th, Manilla and Gen.—P. & O. S. N. Co.  
Rubi, Br. s.s., 1,600, R. W. Almond, 4th Aug., Manilla 1st Aug., Gen.—G. L. & Co.  
Kwangsing, Chi. s.s., 1,400, Prober, 4th Aug., Canton 3rd Aug., Gen.—C. M. S. N. Co.  
Haitan, Br. s.s., 1,180, J. S. Rouch, 4th Aug., Foochow, Amoy and Swatow 3rd Aug., Gen.—D. L. & Co.  
Dallin Maru, Jap. s.s., 800, Y. Kaburaki, 4th Aug., Swatow 3rd Aug., Gen.—O. S. K. Chihun, Br. s.s., 1,350, A. Harris, 4th Aug., Canton 3rd Aug., Gen.—B. & S.  
Hansgang, Br. s.s., 1,150, S. Wilde, 4th Aug., Shanghai 30th July, and Swatow 3rd Aug., Gen.—J. M. & Co.  
Hinsang, Br. s.s., 1,550, A. G. Smith, 4th Aug., Wakamatsu 29th July, Gen.—J. M. & Co.  
Soshu Maru, Jap. s.s., 1,110, T. Sugi, 4th Aug., Swatow 3rd Aug., Gen.—O. S. K. Chihun, Br. s.s., 1,350, Wm. G. 4th Aug., London 21st June, Gen.—G. L. & Co.

Clearances at the Harbour Office.  
Team, for Manilla.  
Halmun, for Swatow.  
Michael Jebra, for Amoy.  
Caledonia, for Shanghai.  
Ouyang, for Swatow.  
Hansgang, for Canton.  
Edips, for Whampoa.

Departures.  
Aug. 4.  
Sanuki Maru, for Singapore.  
Nikko Maru, for Nagasaki.  
India, for Shanghai.  
Amara, for Saigon.  
Chinkang, for Canton.  
Kalgan, for Canton.  
Hongwan, for Amoy.  
Sagovia, for Singapore.  
Victoria, for Haiphong.  
Choyang, for Shanghai.  
Michael Jebra, for Amoy.  
Team, for Manilla.

Passengers arrived.  
Per *Hallam*, from Coast Ports—Miss E. McGowan, Mr. Calcutti, and 30 Chinese.  
Per *Aldenhams*, from Australian Ports for Hongkong—Messrs. C. L. Lynde, J. F. Clark, Winfield, Miss Hylford, and A. Levy. For Shanghai—Messrs. A. Blyden, R. Blyden, Thos. Lynch, Percy Kelly, T. H. Hutchison and W. T. Bertschaw. For Koba—Mrs. Morgan, Yokohama—Mr. Geo. Comper.  
Per *Caledonia*, for Hongkong from London—Mr. K. E. Greig. From Gibraltar—Mr. L. Xavier. From Marseilles—Mr. L. R. Macphie. From Bombay—Mr. Tong Tick. From Port Said—Mr. V. G. Meekham. From Singapore—Mr. and Mrs. Moss, Messrs. O. J. Gerns, Ho Tze Ying, Tan Ghee Chee and 2 servants. Ip Tai Chi, 4 Mail Agents, and 4 Sisters. For Shanghai from London—Messrs. H. L. Rawlin and W. A. H. Thomas. From Singapore Mr. and Mrs. W. Ruxton and infant. From London for Yokohama via Bombay—Mr. J. S. Mason. From Marseilles for Yokohama via India—Mr. W. Sparkes.

## Passengers departed.

Per *Tonkin* for Shanghai, &c.—Messrs. P. M. Perez, Fauché, Abou, Sircis, Simoo, Saur, P. Hachier, M. Brodbeck, Mrs. A. Tison, C. H. Hilson, Messrs. M. Goldenberg, Mrs. Seven, Mrs. Iamuzaki Aki, Mrs. Okada, Wel, Messrs. Facitia, J. Ramada, Kokchi, J. Whitting, Mohaddas, Kevebam, Mario Belh, Fahre, Mr. and Mrs. Door Leblanc, Messrs. H. G. C. Bailey, F. Nabagosa, Kell Mr. and Mrs. James Wright, Messrs. J. L. Gorzels, Rev. F. Ficket, Mr. A. F. Atkins, Rev. P. Gabardi, and Mr. J. Shneider.  
Per *Galdonien*, for Marseilles, &c.—Messrs. M. Graydon, M. Manuset, Demure, Doreh, Demand, Alessandri, Verard, Chino, Sonmonhan, Le Chaniff, Kernere, Mober, Thomas, Allama, Magard, R. Deau, W. Rolydale, A. Abraham, Camy Mishito, Kani, O. Wen, O.—Mrs. Gama, Messrs. Diao, Ma Weni, Berahad, Boge, Le Bail, J. Clark, Mrs. J. Rafel, Mr. and Mrs. Froimann, Mrs. Landon, The Engel family, Messrs. Phillip R. Pessis, J. N. de Carvalho, Wong Joy, M. Ventura, B. W. Grey, M. Marty, Victor Femand and Chung On.  
Per *Sanuki Maru*, for London, &c.—Messrs. Robertson, Maybana, Shimadzu, Mrs. Winfield, Messrs. Ando, W. Wallon, W. Pitts, Mrs. C. J. Knight, Messrs. Watt, Lai Ngan, Mrs. M. Lo Ngan and children, Mrs. Kwan Kam and infant, Dr. B. Fujita, Misses. Wong Sang, Wong See, Messrs. G. Cunningham, Gen. Lerman, Chan Hing, Fujii, Chan On, B. Telford, Hassamull, A. M. Ross, Joo C. Robinson, Osman, A. B. Bhedwur, M. Milton, L. Henrichsen, Y. Sasaki and A. Kluncheen.  
Per *Nikko Maru*, for Japan—Messrs. Harry C. Smith, Mr. and Mrs. Hood, Mrs. K. M. Van Buskirk, Miss R. Chee, Mr. and Mrs. L. Want, Mrs. Want, Mr. and Mrs. Colin Campbell, Mrs. Cox, Miss Quinlan, Messrs. J. Matsukura, H. Wani, J. Darley, F. L. Roberts, Messrs. T. C. Campbell, Mr. and Mrs. T. Chuter, Miss D. M. Yamamoto, H. M. Taylor, Major S. S. To dan, Mr. and Mrs. Wolfe, Miss Wolfe, Mrs. O. W. Taylor, Mr. and Mrs. Adams and infant, Mrs. R. Taylor, R. Currie, C. D. Higuchi, Francis Frize, Poon Kio Po, Miss Chioy Kohyoshi, Mrs. Wa and 1 child, Mrs. Yohi, Mr. Nakamura and Mr. and Mrs. Chas. Elliot.

Ships Passed The Canal.  
18th June—Syria, 22nd June—Denclush, Oceanic, Monmouthshire, Carmarthen, Kintuck, Stator, Longship, Peking, 25th June—Achilles, Ernest Simoni, 1st July—Prins Ludwig, 20th June—Brigade, Brigade, Glencus, Glenavon, Glenog, Indragawa, Llanos, 2nd July—Alma, Indragawa, Ping Suet, Polynésie, Somali, Suhalra, 6th July—Goeben, Nippon, Bengel, Moyne, Silezia, (Ger.) 9th July—Parus, China, (Afr.) 10th July—Hiloki Maru, 13th July—Luzon, Karaga, Paloma, Wakawa Maru, 16th July—Boruto, Filak, 17th July—Glenloch, Katsuo, Suwilo, Shimora, Priam, 16th July—Odenburg, Salsuma, 20th July—Andree Richmers, Inverclyde, Antenor, Denlawers, Bulow, Canton, Sydney, Glenavon, Poona, 23rd July—Meimam, Australien, Hy-tin, Dardanus, Palma, Cathay, Kanagawa Maru, 27th July—Sado Maru, Indragawa, Sengamda, P. R. Lutzold, Schuyk, 30th July—Hirano Maru, Nambu, Machan, Miyakaki Maru, Socotra, Nita, Tonsara, 3rd August—Asyama, Austria, Bellorophan, Benwuna, Dandshire, Menlaun, Athol, Glamorgan-shire.

Arrivals at Home—18th June—Nubla, 22nd July—Hakata Maru, Dierling, 25th June—Australia, Dacre Castle, 29th June—Dardanus, Indragawa, 2nd July—Stator, Kintuck, Peking, 6th July—Nubla, Liberia, Brilliant, Monmouthshire, 9th July—Prins Ludwig, Brigade, Glencus, Polynésie, Para, 13th July—Glenloch, Indragawa, 16th July—Glenloch, 19th July—Somali, 20th July—Luzon, China, (Aus.) Moyne, Oopach, Silezia, (Ger.) Wakawa Maru, 23rd July—Brigade, Thais, 26th July—Paloma, 27th July—Indragawa, Glenloch, Sydney, 30th July—Hirano Maru, Sado Maru, Canton, Suwilo, Dardanus, Prins Regent Lutzold.

Shipping Report.  
Str. *Aldenhams*, from Melbourne, &c.—Fine weather and smooth seas till off Manila where heavy S.W. gale and high seas were experienced. Moderate S.W. wind and smooth sea to Hongkong.

VESSELS IN PORT.  
Steamers.  
Bushu Maru, Jap. s.s., 1,268, Masumoto, 3rd Aug., Mr. 29th July, Gen.—M. B. K. Chip Shing, Br. s.s., 1,100, F. Monney, 3rd Aug., Canton and Aug., Gen.—J. M. & Co.  
Chiyu Maru, Jap. s.s., 1,342, W. W. Greene, 26th July, San Francisco 29th June, and Shanghai 24th July, Gen.—T. K. K. Chowai, Ger. s.s., 1,115, W. Mollerman, 1st Aug., Bangkok and Hoikow 23rd July, Gen.—D. L. & Co.  
Errol, Br. s.s., 2,886, L. James, 4th July, Saloon Cruz 24th May, and Mei 28th July, Gen.—D. L. & Co., Ltd.  
Eskdale, Br. s.s., 1,936, Duff 30th July, Karatsu 23rd July, Gen.—D. L. & Co., Ltd.  
Fochow, Br. s.s., 1,228, Vincent, 2nd Aug., Cebu and Hilo 29th July, Gen.—B. & S. Haimun, Br. s.s., 640, J. W. Evans, 3rd Aug., Swatow 2nd Aug., Gen.—D. L. & Co.  
Kaifuku Maru, Br. s.s., 1,900, Suda, 15th July, from Hongkong, Gen.—M. B. K. Kashin, Br. s.s., 1,147, H. E. Laver, 23rd July, Karatsu 12th July, Gen.—B. & S.  
Keong Wai, Ger. s.s., 1,277, J. Kshier, 1st July, Haugkok 22nd July, and Swatow 30th, Gen.—B. & S.  
Kumsang, Br. s.s., 2,074, E. J. Buller, 30th July, Calcutta via Penang and Singapore 24th July, Gen.—J. M. & Co.  
Laertes, Br. s.s., 1,340, D. C. H. Frampton, 18th July, Saigon 14th July, Rice and Gen.—Vo Fat Sing.  
Locksaw, Ger. s.s., 1,070, W. Tunkert, 31st July, Bangkok 24th July, Rice and Meal, Gen.—B. & S.  
Loongang, Br. s.s., 1,000, M. Picknell, 3rd Aug., Manilla 31st July, Hemp and Gen.—J. M. & Co.  
Mandal, Nor. s.s., 1,191, E. Erickson, 2nd Aug., Tsingtau 26th July, Salt, —Agaard, Thoresen & Co.  
Manila, Ger. s.s., 1,108, F. Gathemann, 25th July, Melbourne 22nd June, and Manilla 22nd July, Gen.—M. B. K. Ningpo, Br. s.s., 1,128, Richards, 25th July, Canton 27th July, Gen.—B. & S.  
Nord, Nor. s.s., 710, Haraldsen, 31st July, Saigon 27th July, Rice and Meal, —Agaard, Thoresen & Co.  
Protea, Nor. s.s., 1,024, C. Moller, 1st Aug., Bangkok via Swatow 22nd July, Rice, —Agaard, Thoresen & Co.  
Quarta, Ger. s.s., 1,145, H. Madsen, 23rd July, Maccassar 13th July, Gen.—J. C. J. L. Selja, Nor. s.s., 2,780, O. Gil, 31st July, Portland, Or. 3rd July, Gen.—P. & A. S. S. Co.  
Sorsogon, Am. s.s., 812, J. Mogarte, 3rd Aug., Hilo 29th July, Sugar, —Agaard, Thoresen & Co.  
Sai Sang, Br. s.s., 1,776, W. D. Welsh, 25th July, Palo Laut 15th July, Gen.—J. M. & Co.  
Taikosan Maru, Jap. s.s., 2,933, Fukui, 3rd Aug., Miki 28th July, Gen.—M. B. K. Yawata Maru, Jap. s.s., 2,316, T. Sekino, 3rd Aug., Yokohama 24th July, Cattle Fish and Potatoes, —Y. Y. K.

SAILING VESSELS.  
Eclipse, Br. 4-masted barque, 2,900, J. White, 30th July, New York 10th April, Kerosine, —R. O. Co.  
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug., New York 9th April, Kerosine, —R. O. Co.

## HONGKONG TIDE TABLE.

From August 4th to 10th, 1900.

|  | HIGH WATER. | LOW WATER. |
|--|-------------|------------|
|  | Mean Time.  | Mean Time. |

|        | Mean Time. | Mean Time. |
|--------|------------|------------|
| Wed.   | 4 m 11 s   | 4 m 11 s   |
| Thurs. | 5 m 11 s   | 5 m 11 s   |
| Fri.   | 6 m 11 s   | 6 m 11 s   |
| Sat.   | 7 m 11 s   | 7 m 11 s   |
| Sun.   | 8 m 11 s   | 8 m 11 s   |
| Mon.   | 9 m 11 s   | 9 m 11 s   |
| Tues.  | 10 m 11 s  | 10 m 11 s  |

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| Wed.   | 4 m 11 s   | 4 m 11 s   |
| Thurs. | 5 m 11 s   | 5 m 11 s   |
| Fri.   | 6 m 11 s   | 6 m 11 s   |
| Sat.   | 7 m 11 s   | 7 m 11 s   |
| Sun.   | 8 m 11 s   | 8 m 11 s   |
| Mon.   | 9 m 11 s   | 9 m 11 s   |
| Tues.  | 10 m 11 s  | 10 m 11 s  |

|        | Mean Time. | Mean Time. |
|--------|------------|------------|
| Wed.   | 4 m 11 s   | 4 m 11 s   |
| Thurs. | 5 m 11 s   | 5 m 11 s   |
| Fri.   | 6 m 11 s   | 6 m 11 s   |
| Sat.   | 7 m 11 s   | 7 m 11 s   |
| Sun.   | 8 m 11 s   | 8 m 11 s   |
| Mon.   | 9 m 11 s   | 9 m 11 s   |
| Tues.  | 10 m 11 s  | 10 m 11 s  |

## Steamers Expected.

| Vessels        | From      | Agents       | Date    |
|----------------|-----------|--------------|---------|
| Emp. of Japan  | Shanghai  | C. P. R. Co. | Aug. 5  |
| Ichio          | Singapore | C. S. & Co.  | Aug. 5  |
| Arratoon A/car | Singapore | D. S. & Co.  | Aug. 6  |
| Kaga Maru      | Moji      | N. Y. K.     | Aug. 6  |
| Borneo         | Sandakan  | M. & Co.     | Aug. 7  |
| Asia           | Japan     | P. M. Co.    | Aug. 8  |
| Japan          | Macassar  | J. C. J. L.  | Aug. 8  |
| Buelow         | Colombo   | M. & Co.     | Aug. 11 |
| Yoshi Maru     | Bombay    | N. Y. K.     | Aug. 11 |
| Changsha       | Sydney    | B. & S.      | Aug. 10 |
| P. Waldemar    | Sydney    | M. & Co.     | Aug. 20 |



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                       | NO. OF<br>SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT                                 | LAST DIVIDEND.        | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION<br>BASED ON LAST<br>YEAR'S DIV.        | CLOSING<br>QUOTATIONS.                  |
|-------------------------------------------------------------------------------|-------------------|----------|----------|-------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------|-----------------------------------------|
|                                                                               |                   |          |          | RESERVE.                                                    | AT WORKING<br>ACCOUNT |                                                                                         |                                         |
| <b>BANKS.</b>                                                                 |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Hongkong & Shanghai Banking Corporation                                       | 120,000           | \$125    | \$125    | \$1,500,000<br>\$1,500,000<br>\$150,000                     | \$2,006,234           | Final of £2 and bonus of 5/- for 1908 @<br>ex 1/8 = \$26.024                            | 4 1/2 %<br>\$1.015 buyers<br>London 194 |
| National Bank of China, Limited                                               | 99,935            | £7       | £6       | \$150,000                                                   | \$10,223              | 5s (London 3/6) for 1903                                                                | 57 buyers                               |
| <b>MARINE INSURANCES.</b>                                                     |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Canton Insurance Office, Limited                                              | 10,000            | \$250    | \$50     | \$1,500,000<br>\$329,757<br>\$411,990<br>\$185,000          | none                  | \$14 for 1907                                                                           | 7 1/2 %<br>\$195 sellers                |
| North China Insurance Company, Limited                                        | 10,000            | £15      | £5       | Tls. 150,000<br>Tls. 109,747<br>Tls. 116,277<br>\$1,000,000 | Tls. 160,513          | Interim of 7/6 for 1908                                                                 | 5 1/2 %<br>Tls. 120 sales               |
| Union Insurance Society of Canton, Limited                                    | 18,400            | \$250    | \$100    | \$1,000,000<br>\$299,948<br>\$105,240<br>\$681,609          | \$1,464 9 1/4         | Final of \$17 making \$17 for 1907 and<br>interim of \$30 for 1908                      | 5 1/2 %<br>\$835 buyers                 |
| Yangtze Insurance Association, Limited                                        | 18,000            | \$100    | \$60     | \$1,000,000<br>\$294,425<br>\$199,264<br>\$1,000,000        | By 7,317              | \$12 and bonus \$3 for 1907                                                             | 7 1/2 %<br>\$235                        |
| <b>FIRE INSURANCES.</b>                                                       |                   |          |          |                                                             |                       |                                                                                         |                                         |
| China Fire Insurance Company, Limited                                         | 0,000             | \$100    | \$20     | \$2,000,000<br>\$438,668<br>\$1,561,332                     | \$375,341             | \$6 and bonus \$3 for 1907                                                              | 7 1/2 %<br>\$116 sellers                |
| Hongkong Fire Insurance Company, Limited                                      | 8,000             | \$250    | \$50     | \$1,500,000<br>\$1,500,000                                  | \$168,711             | \$27 for 1907                                                                           | 8 %<br>\$345 sales                      |
| <b>SHIPPING.</b>                                                              |                   |          |          |                                                             |                       |                                                                                         |                                         |
| China and Manila Steamship Company, Limited                                   | 30,000            | \$25     | \$25     | \$7,000                                                     | \$2,085               | \$1 for 1906                                                                            | 100 sellers                             |
| Douglas Steamship Company, Limited                                            | 20,000            | \$50     | \$50     | \$250,000<br>\$250,000                                      | Nil                   | 2 1/2 for year ending 30.6.1908                                                         | 7 %<br>\$36                             |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                                  | 80,000            | \$15     | \$15     | \$250,000<br>\$250,000                                      | \$20,279              | Final of 1 1/2 making \$2 1/2 for 1908                                                  | 7 1/2 %<br>\$33 sellers                 |
| Indo-China Steam Navigation Co., Ltd. (Preferred)                             | 60,000            | £5       | £5       | \$10,000                                                    | £13,755               | 6/- for 1907 on Preference shares only @<br>ex 1/9 11/16 = \$1.354                      | 562 sellers                             |
| do. do. (Deferred)                                                            | 60,000            | £5       | £5       | \$10,000                                                    | £13,755               | Final of 2/- for 1908 and interim of 1/- for<br>a/c 1909                                | 70/- buyers                             |
| "Shell" Transport and Trading Company, Limited                                | 1,000,000         | £1       | £1       | \$1,000,000<br>\$1,000,000                                  | £68,827               | \$0.50 for year ending 10.4.1909                                                        | 4 1/2 %<br>\$154 sales                  |
| "Star" Ferry Company, Limited                                                 | 10,000            | \$10     | \$5      | \$10,000<br>\$46,800                                        | \$3,121               |                                                                                         | 3 1/2 %                                 |
| <b>REFINERIES.</b>                                                            |                   |          |          |                                                             |                       |                                                                                         |                                         |
| China Sugar Refining Company, Limited                                         | 20,000            | \$100    | \$100    | \$1,000,000<br>\$1,000,000                                  | Dr. \$5,858           | \$5 for year ending 31.12.08                                                            | 3 1/2 %<br>\$144                        |
| Luxon Sugar Refining Company, Limited                                         | 7,000             | \$100    | \$100    | \$1,000,000<br>\$1,000,000                                  | Dr. \$135,873         | \$3 for 1897<br>Tls. 3 1/2 for year ending 31.8.08                                      | 57 buyers<br>Tls. 275 sellers           |
| Perak Sugar Cultivation Company, Limited                                      | 7,000             | Tls. 50  | Tls. 50  | Tls. 100,000                                                | Tls. 9,173            |                                                                                         |                                         |
| <b>MINING.</b>                                                                |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Chinese Engineering and Mining Company, Ltd.                                  | 1,000,000         | £1       | £1       | \$1,000,000<br>\$1,000,000                                  | £11,556               | Interim of 1/6 (coupon No. 12) for year<br>ending 29.2.09                               | 7 %<br>Tls. 18.20 sales                 |
| Rub Australian Gold Mining Company, Limited                                   | 150,000           | £1       | £1       | \$1,000,000<br>\$1,000,000                                  | Dr. £4,101            | No. 12 of 1/- = 48 cents                                                                | 8 1/2 %<br>\$84 sellers                 |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                          |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Fapwick (Geo.) & Co., Limited                                                 | 18,000            | \$25     | \$25     | \$450,000                                                   | Dr. \$7,422           | \$1.75 for year ending 31.12.08                                                         | \$12                                    |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                                 | 60,000            | \$50     | \$50     | \$3,000,000<br>\$3,000,000                                  | \$50,108              | Final of \$1 1/2 making \$3 1/2 for 1907                                                | \$58                                    |
| Hongkong and Whampoa Dock Company, Ltd.                                       | 50,000            | \$50     | \$50     | \$2,500,000<br>\$2,500,000                                  | \$187,078             | Final of \$4 making \$8 for 1908                                                        | 12 1/2 %<br>\$61                        |
| Shanghai Dock and Engineering Co., Ltd.                                       | 55,700            | Tls. 100 | Tls. 100 | Tls. 1,000,000                                              | Tls. 6,116            | Final of Tls. 2 1/2 for year ending 31.4.09                                             | 6 1/2 %<br>Tls. 80 1/2 sellers          |
| Shanghai and Hongkong Wharf Company, Limited                                  | 36,000            | Tls. 100 | Tls. 100 | Tls. 607,257<br>Tls. 50,000<br>Tls. 185,000                 | Tls. 22,818           | Final of Tls. 6 making Tls. 10 for 1908                                                 | 6 1/2 %<br>Tls. 146 buyers              |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                         |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Anglo-French Land Investment Co., Ltd.                                        | 25,000            | Tls. 100 | Tls. 100 | Tls. 25,000                                                 | Tls. 4,134            | Tls. 6 for year ending 29.2.09                                                          | 5 1/2 %<br>Tls. 104 1/2 b.              |
| Central Stores, Limited                                                       | 50,193            | \$18     | \$18     | \$900,000                                                   | \$24,611              | \$1.20 on old and 60 cents on first new issue                                           | \$18<br>\$74 ex n.f. b.                 |
| Hongkong Hotel Company, Limited                                               | 12,000            | \$50     | \$50     | \$600,000                                                   | \$895                 | Interim of \$3 1/2 for account 1909                                                     | \$14 b. new<br>\$103 ex div. b.         |
| Hongkong Land Investment and Agency Co., Ltd.                                 | 50,000            | \$100    | \$100    | \$5,000,000                                                 | \$26,475              | None                                                                                    | \$9 1/2 buyers                          |
| Humphreys Estate & Finance Company, Limited                                   | 150,000           | \$10     | \$10     | \$1,500,000                                                 | \$5,486               | 60 cents for 1908                                                                       | 5 %<br>\$30                             |
| Kowloon Land and Building Company, Limited                                    | 6,000             | \$50     | \$50     | \$300,000                                                   | \$28                  | \$1 1/2 for 1908                                                                        | 6 1/2 %<br>Tls. 122 buyers              |
| Shanghai Land Investment Company, Limited                                     | 78,000            | Tls. 50  | Tls. 50  | Tls. 3,900,000                                              | Tls. 14,404           | Final of Tls. 3 and bonus of Tls. 2 making<br>Tls. 5 for 1908                           | 8 1/2 %<br>\$44 ex div.                 |
| West Point Building Company, Limited                                          | 12,500            | \$50     | \$50     | \$625,000                                                   | \$1,068               | Interim of \$2 for account 1909                                                         |                                         |
| <b>COTTON MILLS.</b>                                                          |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Ewo Cotton Spinning and Weaving Company, Ltd.                                 | 15,000            | Tls. 50  | Tls. 50  | Tls. 750,000                                                | Tls. 8,820            | Tls. 5 for year ended 31.10.1908                                                        | 4 1/2 %<br>Tls. 134 1/2 buyers          |
| Hongkong Cotton Spinning, Weaving and Dyeing<br>Company, Limited              | 125,000           | \$10     | \$10     | Tls. 125,000<br>\$125,000                                   | \$9,553               | 50 cents for year ending 31.7.08                                                        | 6 %<br>\$8 sellers                      |
| International Cotton Manufacturing Company, Ltd.                              | 10,000            | Tls. 75  | Tls. 75  | Tls. 750,000                                                | Tls. 8,372            | Tls. 6 for year ending 30.9.08 (8%)                                                     | Tls. 90                                 |
| Lau-hung-mow Cotton Spinning & Weaving Co., Ltd.                              | 8,000             | Tls. 100 | Tls. 100 | Tls. 800,000                                                | Tls. 4,829            | Tls. 4 for 1908                                                                         | Tls. 112                                |
| Soy Chee Cotton Spinning Company, Limited                                     | 1,000             | Tls. 500 | Tls. 500 | Tls. 500,000                                                | Tls. 15,912           | Tls. 50 for 1908                                                                        | Tls. 40 1/2 buyers                      |
| <b>MISCELLANEOUS.</b>                                                         |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Bell's Asbestos Eastern Agency, Limited                                       | 8,604             | £18      | £18      | \$150,000                                                   | £648                  | 1/10th per share for 1907-1.037                                                         | 10 %<br>\$107                           |
| China-Borneo Company, Limited                                                 | 60,000            | \$12     | \$12     | \$720,000                                                   | Nil                   | \$1.20 or 1908                                                                          | 8 %<br>\$134                            |
| China Light and Power Company, Limited                                        | 50,000            | \$10     | \$10     | \$500,000                                                   | \$6,138               | 50 cents for year ended 28.2.06                                                         | \$6.70 sellers                          |
| China Provident Loan & Mortgage Company, Ltd.                                 | 185,000           | \$10     | \$10     | \$1,850,000                                                 | \$3,407               | 80 cents for 12.08                                                                      | 8 1/2 %<br>\$9.60                       |
| Dairy Farm Company, Limited                                                   | 40,000            | \$7 1/2  | \$7 1/2  | \$300,000                                                   | \$48                  | \$1.30 for year ending 31.7.08                                                          | 7 1/2 %<br>\$18 1/2 buyers              |
| Green Island Cement Company, Limited                                          | 400,000           | \$10     | \$10     | \$4,000,000                                                 | \$3,751               | Final of 90 cents making 90 cents for 1908                                              | 10 %<br>\$12 1/2 sellers                |
| H. Price & Company, Limited                                                   | 12,000            | \$10     | \$10     | \$120,000                                                   | \$750                 | 80 cents for year ending 31.12.08                                                       | 8 %                                     |
| Hongkong Electric Company, Limited                                            | 60,000            | \$10     | \$10     | \$600,000                                                   | \$1,195               | \$1 and bonus 20 cts. for year ending 29.7.09                                           | 6 %<br>\$12 1/2 buyers                  |
| Hongkong Ice Company, Limited                                                 | 5,000             | \$25     | \$25     | \$125,000                                                   | \$7,616               | Final of \$15 per share making \$19 for 1908                                            | 13 1/2 %<br>\$195 sellers               |
| Hongkong Rope Manufacturing Company, Ltd.                                     | 60,000            | \$10     | \$10     | \$600,000                                                   | \$8,390               | Interim of \$1 for account 1909                                                         | 8 1/2 %                                 |
| Maatschappij tot Mijne, Bosch en Landbouw-<br>exploitatie in Langkat, Limited | 25,000            | Gd. 100  | Gd. 100  | Tls. 250,000                                                | Tls. 116,082          | 2nd Quarterly div. of Tls. 12 1/2 for account<br>1909                                   | 4 %<br>Tls. 1,000 sales                 |
| Park Tramways Company, Limited                                                | 25,000            | \$10     | \$10     | \$250,000                                                   | \$2,301               | 80 cents on fully paid shares and 8 cents on<br>\$1 paid shares for year ending 30.4.09 | 6 %<br>\$14                             |
| Philippine Company, Limited                                                   | 75,000            | \$10     | \$10     | \$750,000                                                   | \$18,640              | None                                                                                    | 3 %<br>\$8                              |
| Shanghai-Sumatra Tobacco Company, Limited                                     | 30,000            | Tls. 20  | Tls. 20  | Tls. 600,000<br>Tls. 75,000                                 | Tls. 5,250            | Final Tls. 5 making Tls. 8 for 1908                                                     | 4 1/2 %<br>Tls. 156 sellers             |
| South China Morning Post, Limited                                             | 6,000             | \$15     | \$15     | \$90,000                                                    | Dr. \$56,602          | None                                                                                    | \$13 sales                              |
| Steam Laundry Company, Limited                                                | 20,000            | \$5      | \$5      | \$100,000                                                   | \$250                 | 40 cents for year ending 31.5.08                                                        | 8 %<br>\$54 buyers                      |
| Union Waterboat Company, Limited                                              | 50,000            | \$10     | \$10     | \$500,000                                                   | \$172                 | 60 cents for year ending 31.12.08                                                       | 5 %<br>\$11 sales                       |
| United Asbestos Oriental Agency, Limited                                      | 10,000            | \$10     | \$10     | \$100,000                                                   | \$1,360               | 80 cents on 9,000 ord. shares and \$9.80 on<br>100 Founders shares for yr. end. 31.5.07 | 6 1/2 %<br>\$13 sales                   |
| Watson, (A. S.) & Co., Limited                                                | 90,000            | \$10     | \$10     | \$900,000<br>\$900,000                                      | \$2,613               | Final of 30 cts. making 80 cts. for the<br>year ended 30th June, 1908                   | 6 1/2 %<br>\$8.70                       |
| William Powell, Limited                                                       | 15,000            | \$7      | \$7      | \$105,000                                                   | \$3,095               |                                                                                         | 4 %<br>\$4 sellers                      |
| <b>RUBBERS.</b>                                                               |                   |          |          |                                                             |                       |                                                                                         |                                         |
| Anglo-Malay Rubber Company, Limited (fully paid)                              | 46,500            | £1       | £1       | \$465,000                                                   | none                  | 30 % = 6/- per share for year 1908                                                      | £2<br>£6.176                            |
| do. do. (partly paid)                                                         | 103,500           | £1       | £1       | \$1,035,000                                                 | none                  |                                                                                         |                                         |
| Balgownie Rubber Estate, Limited                                              | 20,000            | \$10     | \$10     | \$200,000                                                   | \$7.4                 | 25 % for year ending 31.3.09                                                            | \$14<br>£2.07                           |
| Castfield Rubber Estate, Limited (fully paid)                                 | 6,000             | £1       | £1       | \$60,000                                                    | none                  | None                                                                                    | £2.76                                   |
| do. do. (contributory)                                                        | 24,300            | £1       | £1       | \$243,000                                                   | none                  | None                                                                                    | £2.12                                   |
| Highland & Lowland Para. Rubber Co., (fully paid)                             | 181,474           | £1       | £1       | \$1,814,740                                                 | £8,784                | None                                                                                    | £2.116                                  |
| do. do. (contributory)                                                        | 123,546           | £1       | £1       | \$1,235,460                                                 | none                  | 3 % for year ending 30.6.8                                                              | £2.12                                   |
| Kuala Lumpur Rubber Co., Limited                                              | 8,000             | £1       | £1       | \$80,000                                                    | £4,000                | 60 % for year 1908                                                                      | £2.5 nominal                            |
| Linggi Plantations, Limited (ordinary)                                        | 10,000            | £1       | £1       | \$100,000                                                   | none                  | 7 % for year 1908                                                                       | £2.5 nominal                            |
| do. do. (7% pref.)                                                            | 10,000            | £1       | £1       | \$100,000                                                   | none                  | 15 % for year ending 31.12.08                                                           | £2.5 nominal                            |
| Ragalla Rubber Company, Limited (ordinary)                                    | 22,500            | £1       | £1       | \$225,000                                                   | none                  |                                                                                         | £2.169                                  |
| do. do. (8% pref.)                                                            | 2,500             | £1       | £1       | \$25,000                                                    | none                  |                                                                                         |                                         |
| Ledbury Rubber Estates Limited                                                | 61,000            | £1       | £1       | \$610,000                                                   | none                  |                                                                                         |                                         |
| do. do. (contributory)                                                        | 40,000            | £1       | £1       | \$400,000                                                   | none                  |                                                                                         |                                         |

\* These shares are entitled to half of the profits.

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## Intimations.

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DE FILIPINAS.

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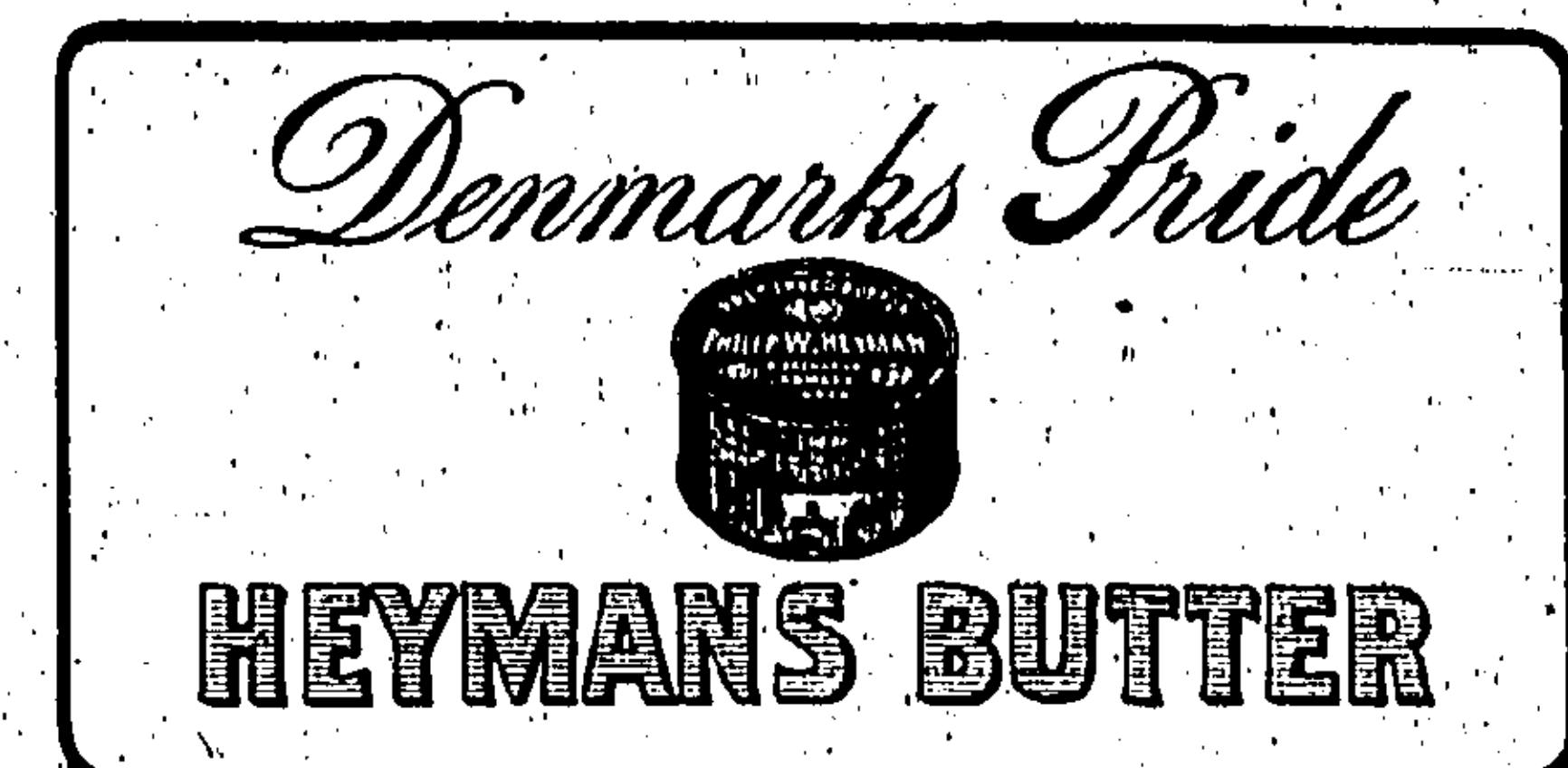
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WITH ALL REQUISITES.

SIEMSEN &amp; CO.,

SOLE AGENTS.

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NERVE FOOD.

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## PARA VENDA.

## AN APPEAL.

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Hongkong, 8 Junho, 1909.

## Dentistry.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY 11, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 19th April, 1909.

THIN TING, LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEE. Consultation Free. Hongkong, 2nd June, 1909.